
The Union Pacific Wants People
to Go There.

CHANGES IN BOUNDARY LINES.

St. Louis, Cincinnati and Toledo-Detroit
Territories Changed—A Tariff on
Deciduous Fruits—Other
Railroad Matters.

The Seven Devils.
People are often heard advising each other to go to the devil, but it remains for a railroad company to make special efforts to make people go to Seven Devils. Judging from all reports, it is succeeding very nicely.

The road in question is the Union Pacific, and Seven Devils is the name of a mining camp on the Snake or Shoshone river. The mining camp is located in the Seven Devils range. The Union Pacific has just issued a neat little pamphlet under the name of Seven Devils and How to Get There. It

"This, the greatest mineral belt of the Nineteenth century, was first discovered by that veteran prospector, Levi Allen, about twenty years ago, and at that time he located what is known as the Old Peacock lode, the phenomenal surface mine of

The district is attracting world-wide attention on account of the large shipments of high-grade ores from the region, representing

with graders from the various properties already opened. It covers a scope of country about fifteen miles long by twenty-four miles wide, and contains many veins from four and one-half feet to the remarkable width of 300 feet."

Mixed Carloads of Fruit.
The Transcontinental association, in connection with Eastern lines, has issued joint freight circular No. 13, relating to mixed carload shipments of citrus and deciduous fruits, and stating that until further notice, citrus and deciduous fruits may be for-

warded in mixed earload lots, at the highest earload rate applying on either commodity.

RATES ON DECIDUOUS FRUITS.

The New Tariff Issued by the Transcon-

The Transcontinental association, in connection with Eastern lines, has issued fruit-tariff No. 7, effective July 25, and applying from fruit-shipping points on the Southern California railway and Pacific system of the Southern Pacific as follows, in carloads of

At less than 20,000 pounds:
 Denver, Colorado Springs, Pueblo, Trinidad, Council Bluffs, Omaha, Kansas City, Galveston, Houston and San Antonio, by freight train, \$1.25; by approximate passenger train time, 8¢.
 When refrigerator cars are used, mini-

Shipments must be released and all charges, whether by regular freight, "expedited train service" or passenger train service, must be prepaid or guaranteed by a good and sufficient bond.

ties by this circular that it will only take, daily by its passenger train No. 2, not exceeding three carloads of fruit, and that it will not take, by its passenger train No. 2, any more than that when said fruit is offered to it for transportation by passenger train in refrigerator cars, its charges will be its percentage of 25 per cent in excess of the

The Atchafalaya system, for its line via Grand Junction, will take daily by its passenger trains, not to exceed two cars per train, with the increased rate noted above for transporting refrigerator cars on such trains.

The Rio Grande Western and connections notify all parties by this circular that they will take daily by passenger train No. 4, one or more cars, charging the 25 per cent in excess of the rates named herein for such service when in refrigerator cars, but will only take by messenger train such cars as

The rates by "expedited train service" (approximate passenger train time) will ap-

THE BOUNDARY LINES

Changes in Territories Announced by the

The Cotton Belt route has issued supplement No. 134 to rate circular No. 119, effective July 10, describing stations and differentials applicable on freight traffic destined to Cotton Belt stations in Arkansas and Louisiana, and announcing the following

ST. LOUIS TERRITORY.—St. Louis territory is restricted to the following limits, viz: Beginning at East St. Louis, thence via the Cairo Short Line to Duquoin, Ill., thence via Illinois Central railway to, but not including Cairo, Ill., thence north on the east and north-west lines of the East and

CINCINNATI TERRITORY.—Beginning at Cincinnati, including Covington and Newport; Kansas, via also Pittsburg, Cincinnati and

thence via the Cincinnati, Cincinnati and St. Louis railway, via Xenia to Springfield, Ohio, thence via the Cleveland, Cincinnati, Chicago and St. Louis railroad to Troy, Ohio; thence via the Cincinnati, Hamilton and Dayton railroad to Leipsie, Ohio; thence via the New York, Chicago and St. Louis railroad to Fort Wayne, Ind.

thence via the Lake Shore and Michigan Southern railway north to Waterloo and west to Elkhart; thence via the Cincinnati, Wabash and Michigan railway to Niles; thence to Lake Michigan at New Buffalo, and thence via the shore of Lake Michigan to Chicago, Ill.; thence south on

the Illinois and Indiana state line to a point just north of the Ohio and Mississippi railroad; thence north of the northern boundary line of the Louisville territory to Lexington; thence via the Kentucky Central railway through Paris and Cythiana to the Ohio river at Newport, opposite Cincinnati.

Toledo-Detroit territory—Beginning at a point just south and east of Newport; thence east of the eastern boundary lines of the Cincinnati and Louisville territories to a point just north of Chattanooga; thence on the line of the E. T. V. and G. railroad to and including Bristol, Tenn.; thence

north on a line drawn east of Bristol to a point on the Ohio river just east of Ashland, Ky.; thence through Coal Grove, Ironton and Portsmouth to the Scioto Valley division of the N. and W. railway to Columbus, Ohio; thence via the Big Four road to Edison, Ohio; thence via the T. and O. C. railroad to Smith, Ohio; thence via the C. & C.

way to Berwick, Ohio; thence via the C. C. and St. Louis railway to Tiffin, Ohio; thence via the N. W. O. railroad to Burgeon, Ohio; thence via the L. E. and W. railway to Fremont, Ohio; thence via the W. and L. E. railway to and including Toledo, Ohio; thence via the west shores of Lake Erie, Detroit, Milan and Lake St. Clair to

Port, Detroit and Lake St. Clair to Port Gratiot, Mich., including Windsor, Ont.; thence from Port Huron via the F. and P. M. railroad to Vassar; thence via the Michigan Central railway to Bay City, including Caro; thence south to Owosso; thence via the Detroit, Grand Haven and Milwaukee railroad to Grand Rapids;

thence via the Grand Rapids and Indianapolis railroad to Muskegon; thence via the Shore of Lake Michigan to the northern boundary line of Cincinnati territory.

Detroit rates will apply on burial cases and refrigerators, car-loads and less from Belding, Mich.

Tail Lights.
George Hazleton, the Denver freight conductor who had his foot injured by falling from a coal chute and who has been in the hospital for some time, has recovered, and

10
